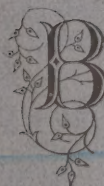


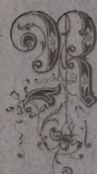
✓ Compliments of
Dr. W. H. Garrison

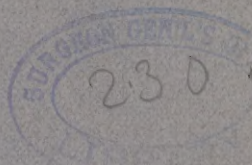
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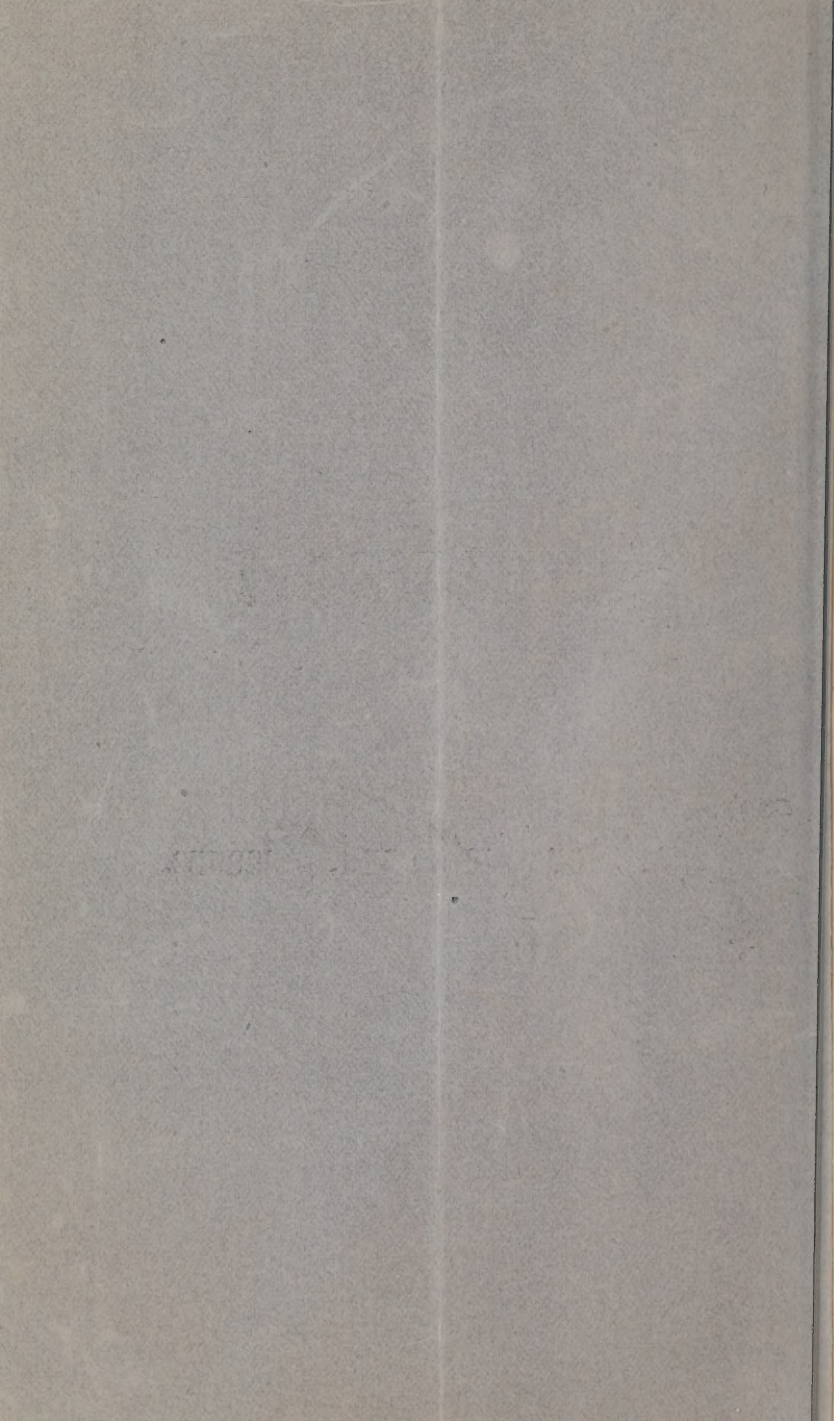
Village
of

 **BETHLEHEM**

AS A

 **Resort for Health and Pleasure.**





THE

✓
WHITE-MOUNTAIN VILLAGE

OF

BETHLEHEM

AS A

Resort for Health and Pleasure.



BOSTON:
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1880.

INTRODUCTORY.

IN preparing the following pages the editor has endeavored to present in a convenient form such information as experience has shown to be of use to the tourist and health-seeker.

Eschewing all high-flown language, he has confined himself to a plain description of the town and its surroundings. Such a work is necessarily more or less of a compilation, and the editor frankly acknowledges his indebtedness to Osgood's "White Mountains" and to Mrs. E. K. Churchill's pleasant little work on Bethlehem. To "The White-Mountain Echo," and its accomplished editor, Mr. Markenfield Addey, he also is under obligations for almost the whole of the chapter on railroads, steamer, and other methods of approach to Bethlehem. The chapter on climate is a reprint of Dr. W. H. Gedding's article which appeared last summer in "The Boston Medical and Surgical Journal," with corrections and additions, the more extended experience of the writer having enabled him to add much that is new and interesting. Although originally written for a medical journal, it is sufficiently free from technical expressions to be perfectly intelligible to the general reader.

I.

GENERAL DESCRIPTION OF BETHLEHEM, ITS HOTELS, BOARDING-HOUSES, ETC.

LOCATED in the midst of a section of country abounding in natural beauties, the little village of Bethlehem presents a combination of attractions rarely met with at our summer-resorts. There are doubtless many places in the White-Mountain district, where, owing to the close proximity of high mountains, the scenery is grander and more imposing; but none which commands so lovely and extended a view as that which is enjoyed from the high plateau of Bethlehem, where, in the language of Starr King, "the whole horizon is fretted with mountains."

Situated at an elevation greater than that of any other town or village in New England, Bethlehem not only presents one of the finest panoramic views in the White Mountains, but also offers peculiarities in the way of climate which are destined sooner or later to make it one of the most popular summer-resorts in the country. Comparatively few years have elapsed since Ex-Gov. Howard of Rhode Island first directed attention to Bethlehem; but in that brief period of time, covering a little over a dozen of years, what was then only a small wayside inn has rapidly grown into a large and popular resort. Frequented by thousands, from every portion of the States, the number of its visitors is only limited by the impossibility of providing the requisite accommodation.

Bethlehem consists almost exclusively of a long-drawn-out, smooth, and well-kept street, upon which are located the hotels and boarding-houses, which with a few stores constitute the town. This street is provided with a plank walk, extending from the Maplewood Hotel to the Alpine

House, affording a magnificent promenade at least two miles in length. The street has of late years been well watered, thus doing away with the dust, which was formerly so great an annoyance. The houses are all of wood, and, being designed only for summer use, are lightly built. The chief buildings are of course the hotels; and of these there are two, the Maplewood and Sinclair Houses, capable of accommodating between them some seven or eight hundred guests. Both of these hotels provide an excellent and abundant table, a matter of considerable importance to one's comfort and well-being, when the appetite is rendered all but ravenous by the stimulating air of the mountains. The system of drainage is most excellent, and the fact that not a single case of typhoid-fever has occurred at either house since its opening affords ample proof of its efficacy. The pipes, which are all properly trapped, empty into large cement mains, by means of which the sewage is conveyed down the side of the hill towards the Ammonoosuc River. The fall, of over two hundred feet, is of itself amply sufficient to secure thorough drainage; but this is made doubly sure by flushing the main pipes with water from the mountain springs and streams above the town. The drinking-water, which is as clear as crystal, and so cool that the addition of ice is quite unnecessary, is conveyed to the town from the neighboring hills by means of a system of pipes. The soil is rough and rocky, and where unimproved is covered with projecting bowlders. It is remarkably dry, the situation of the town on the side of the hill admitting of such rapid drainage that mud is a rare sight.

In addition to the two hotels above mentioned, there are a number of well-appointed private houses for the accommodation of visitors. The table of these establishments varies, of course, with the rate paid for board; but even at the most modest and unpretending of them the food is always of good quality, and well prepared. For the use of those who may desire to secure apartments in advance, we append the following partial list of hotels and boarding-houses, the obliging proprietors of which will take pleasure in promptly replying to any communications addressed to them.

PARTIAL LIST OF HOTELS AND BOARDING-HOUSES IN
BETHLEHEM.

NAME.	PROPRIETOR.	ACCOMMO- DATION.	PRICES.
Maplewood Hotel . . .	O. D. Seavey	500	{ \$4 per day; \$17.50 and upwards per week.
Maplewood Cottage . .	O. D. Seavey	100	{ \$9 per week, and upwards.
Sinclair House	Durgin & Fox	300	{ \$3 per day, or \$15 to \$20 per week.
Avenue House	F. L. Kelley	60	{ \$7 to \$10 per week.
Alpine House	C. H. Clark	35	
Mt. Washington House	C. L. Bartlett	40	
Ranlett's Hotel (Am. & Euro. plan, with res- taurant and café) . . .	{ D. W. Ranlett	75	\$10 to \$25 per w'k.
Bethlehem House . . .	J. B. & W. A. McGregor	35	\$8 to \$12 per week.
Strawberry Hill House	J. K. Barrett	75	\$9 to \$16 per week.
Prospect House	G. W. Phillips	100	\$7 to \$10 per week.
Hillside Home	D. F. Davis	40	\$7 to \$10 per week.
Highland House	J. H. Clark	75	\$10 to \$15 per w'k.
Mountain View House	G. L. Gilmore	30	
Blandin House	A. W. Blandin	25	\$7 to \$10 per week.
Russell Cottage	George Russell	28	\$8 to \$12 per week.
Elm Cottage	William G. Simpson . . .	35	\$7 to \$10 per week.
Howard House	Cyrus Bunker		
"The Uplands"	C. H. Abbott		

Livery Stables. — Of these there are quite a number; one at each of the larger hotels, and several attached to the private houses. In addition to these there is an independent establishment under the supervision of B. C. Spooner, the proprietor of the stage-line between Bethlehem and Littleton.

Post Office. — The mail is delivered three or four times a day. Letters mailed in the morning from New York, Boston, and other New-England cities, are delivered at Bethlehem in the evening of the same day. The post-office is in the store of G. F. Abbott, in Craft's Building, opposite the Sinclair House.

Telegraph. — Both the Maplewood and Sinclair Houses are in telegraphic communication with the outside world.

Churches. — The religious wants of the community are well supplied.

The CONGREGATIONALIST CHURCH is a handsome, well-finished structure, the pulpit of which is not unfrequently filled by the most eminent clergymen of that denomination.

Those who care to combine the pleasure of a charming ride with their religious duties may drive over to the Twin Mountain House, where, during a portion of the season, religious services are conducted by the Rev. Henry Ward Beecher.

The CHURCH OF THE NATIVITY (Protestant Episcopal), at the foot of Strawberry Hill, has been recently finished. It is a neat and cosey building, accommodating about a hundred worshippers. Morning and evening services are conducted every Sunday during the season, by the Rev. A. R. Graves, rector of the church at Littleton, or in his absence by one of the visiting clergymen of the Protestant Episcopal Church.

The METHODIST EPISCOPAL CHURCH is on the main street, almost opposite the Sinclair House. Services are conducted by the pastor, in the following order: viz., Sunday morning service at 10.45 A.M.; Sunday school, 12 M.; class meeting, 1 P.M. Prayer and conference meeting at 5 P.M.

Religious services are also held in the large hall of the Maplewood.

Circulating Library.—The KENNY LIBRARY is located in the vestibule of the Methodist Church. It contains over a thousand volumes of light literature and miscellaneous reading, and is open every Tuesday, Thursday, and Saturday, from 3 to 5 P.M. The terms are quite moderate, being only two cents per volume.

Drug Store.—The proprietor of this establishment—who is at the same time the village postmaster, is a regularly licensed pharmacist. His prescription-desk is provided with a full stock of medicines, from Squibb and other first-class manufacturers. His general stock is well selected, and fully adequate to the demands of the place.

II.

AMUSEMENTS, WALKS, DRIVES, AND EXCURSIONS.

Amusements. — At all mountain-resorts much of the time is passed in excursions to places of interest in the neighborhood; a detailed description of which will be found elsewhere. Riding and driving are the order of the day; and, as most of the larger houses are provided with livery-stables, there is no scarcity of carriages and horses.

There is a croquet-ground attached to almost every house; and this game, combining as it does amusement and healthful out-door exercise, is justly popular among the visitors. Those who desire more active exercise may amuse themselves with lawn-tennis. The Maplewood, Sinclair, and Strawberry Hill Houses have bowling-alleys, and the two former are also provided with billiard-tables. At each of the large hotels there is a band of music, and several balls or hops are given during the week. On those evenings when there is no dancing, some other entertainment takes its place. These, with an occasional parlor-concert, serve to while away the short summer evenings.

A very popular pastime with the young people of both sexes is a moonlight ride in a country wagon filled with straw. Huddled together in this primitive conveyance they travel over the village, giving vent to their exuberant feelings in loud outbursts of song, the accompaniment to which is usually played upon tin-pans, gongs, and other discordant instruments.

Walks, Drives, and Excursions. — Apart from its cool, health-giving atmosphere, Bethlehem's chief attraction consists in its picturesque surroundings.

We have already alluded to the view from the town itself, and to the magnificent stretch of plank-walk promenade, extending from the Maplewood to the Alpine Houses, and shall now direct attention to a few of the

many charming places of interest in the immediate neighborhood of the town.

Strawberry Hill. — Of all the beautiful walks around Bethlehem, none is more popular than the ascent of Strawberry Hill. Leaving "*the street*," and turning up a plank walk immediately opposite the Strawberry Hill House, a short walk of a few minutes up a very gradual ascent brings us to what is known as the observatory, a building erected by Gov. Howard for the accommodation of visitors. In it is a *camera-obscura*, presenting views of the neighboring landscape. From this charming situation there is a superb view of Bethlehem and its surroundings. Mount Washington and his lofty presidential neighbors lie to the right; on the left are the Green Mountains of Vermont, with a misty outline of the Adirondacks in the distance, while in front we have the Dalton Hills.

The view of the Ammonoosuc, with the picturesque town of Littleton some five miles distant, is exceedingly pretty; and in the early morning, when the view is overhung with mist, it is quite interesting to watch the singular fantastic shapes which these cloud-groups sometimes assume. "These exquisite mists, which before sunrise are seen like piles of fairy wool," melt away with the first rays of the rising sun. Lying in the valley far below the plateau upon which Bethlehem is situated, these mists do not affect the air of the town, which is remarkable for its extreme dryness.

Mount Agassiz. — The mountain is under the control of Mr. Miles J. Corliss, who, to defray the expenses of keeping the road and observatory in order, collects a toll from all tourists ascending the mountain. There is a carriage-road to the top of the mountain, and during the season public vehicles make the trip from Bethlehem several times a day. This mountain, formerly known as PEAKED HILL or PICKET HILL, and subsequently re-named in honor of the distinguished Swiss scientist who has done so much to advance our knowledge of the natural history of the White-Mountain district, is 2,042 feet high, and commands one of the most extended views to be met with in this region. It is claimed by some authorities that there is no other point in this section from

which so many mountains can be seen at one time as from the summit of Mount Agassiz. The following description of the view from the observatory, taken from Osgood's "White Mountains," will be of great use to those who care to study the landscape in its details. The observatory being provided with a telescope, and fixed strips of wood pointing toward the various points of interest, and designated with their names, the visitor will experience but little difficulty in following Mr. Osgood's description.

"THE VIEW. — About seven miles distant across the densely wooded valley of Gale River, a little east of south, is the thin and craggy crest of Mount Lafayette, whose immense spurs and foot-hills run far out over the wilderness. On its right flank is the rugged mass of Eagle Cliff, with the deep gorge of the Franconia Notch adjoining, and apparently blocked up by the low Bald Mountain. Next comes the massive and round-topped ridge of Mount Cannon, flanked by the sharp and rolling summit of Kinsman. Nearly south-south-west, up the long Landaff valley, is the high top of Moosilauke; and on the right, much nearer, are Ore Hill and Sugar Hill. More to the west is the long and monotonous range of Mount Gardner, which occupies parts of four townships. Far beyond, along the horizon, is a line of blue peaks in Vermont extending for scores of leagues down the Green Mountain range. Among these Camel's Hump is seen nearly west-north-west, and the high plateau of Mount Mansfield is more to the right, with Mount Elmore apparently adjoining it. In this direction, but close at hand below, are the hotels of Bethlehem, beyond and above which is the larger village of Littleton, with the High School and the Oak Hill House on the heights. The Scythe-factory Village runs to the east from Littleton along the Ammonoosuc, and Mann's Hills are seen beyond to the right, over which is a distant mountain which may be Jay Peak. About due north, across the Ammonoosuc Valley, is Dalton Mount, at whose foot is a bright lake shining among the forests. Portions of the great ranges towards Willoughby Lake are seen far beyond, with the mountains near the Connecticut River. The view now passes over the plains of Whitefield, bordered on the north by Martin-

Meadow Hills, and the round summits of Mounts Pleasant and Prospect. Over the saddle between the latter two runs the Lancaster highway, and Cape Horn is seen beyond. Nearer at hand is Kimball Hill in Whitefield, and over the right flank of Prospect are the two white domes of the Percy Peaks, backed by the long Stratford and Bowback Mounts. The blue lines of the Pilot Mounts extend to the right, and towards the north-east is the white village of Jefferson Hill, at the foot of Mount Starr King. The black mass of Cherry Mount is more to the right, and much nearer, and fills a long section of the horizon. Then, nearly east-north-east, the view rests on the sharp and lofty pyramids of Mounts Jefferson and Adams, flanked by the rough ridge of Clay; and then the imposing crest of Washington appears, with portions of the railroad, the white station buildings, and the Summit House. To the east, down the long Ammonoosuc Valley, is the Twin Mountain House, while beyond rise the peaks which run from Mount Washington to the Notch, Monroe, Franklin, Pleasant, and Clinton. Then come the huge and far-extending Twin Mountains, six to eight miles distant, and not far from south-east. Close to Agassiz is the wooded top of Round Hill, over which appears the boldly cut peak of the Haystack resting to the right on Lafayette."

Kimball Hill. — Few drives in the vicinity of Bethlehem are more popular than that of Kimball Hill, which is only five miles away, forming a very prominent feature in the view from Bethlehem Street.

The hill itself is surmounted by the Howland Observatory, which affords a superb view of the surrounding country, for a detailed account of which we refer to page 169 of Osgood's "White Mountains." The observatory is provided with a telescope, and in its basement is a refreshment-stand. An admission fee of twenty-five cents is demanded.

Around the Heater. — This is the name applied to a short but delightful drive occupying about an hour. Starting from the western extremity of the village, the road turns to the south, and after a gradual and easy ascent reveals a view of the Franconia Range. Descending it soon reaches the base of the hill, a locality made

memorable by a sad accident which occurred there several years ago.

"A heavily loaded coach was on its way from Bethlehem to the Profile House. For some reason or other (accounts differ), the horses became unmanageable, and ran violently down the hill. At its foot is a sharp turn to the right, and here the coach was overturned. Behind the driver sat a lad whose father had urged his accompanying him in a mountain-wagon. Eager to experience the sensation of sitting in so elevated a place as the top of a coach, he persuaded his father to go on without him. It is said that the father was so impressed with the conviction that an accident would befall his son, that, as he started, he blamed himself for yielding to his entreaties, and after going a few miles exclaimed, 'I cannot go farther: my boy is killed!' Alighting, he went back to the scene of the accident, to find the little fellow crushed to death by the heavy baggage."¹ Thence the road turns to the left, and soon ascends the ridge behind Mount Agassiz and Round Mount, from which we have another fine view of the Franconia Mountains. Crossing the crest which divides the two valleys, we have a charming picture of Bethlehem and the Ammonoosuc Valley.

Watson's Farm. — A very pleasant afternoon drive is the one to Watson's Farm. The distance is only three miles. From Mrs. Churchill's excellent little book on Bethlehem, to which we have already several times referred, we extract the following description of this charming locality: "A gentle ascent, past farmhouses, and along a road commanding a fine prospect of Littleton and the Dalton Hills, leads to the brow of Breakneck Hill, down which one may drive, provided he have manageable horses and strong harness, to the Franconia Iron Works, a long, straggling village in the Franconia valley. If Watson's Farm is our object, we forego the dizzy pleasure of the steep descent, and, turning abruptly to the left, find the farm shortly, lying in the full gaze of Lafayette and his court. Passing through the farm-yard by a gate, which, for a small fee, a lad opens at our approach, we drive through a field, by a flourishing vineyard of hops, to the boundary-wall, from which the land slopes away to

¹ Elizabeth K. Churchill: Bethlehem and its Surroundings.

a valley. If the excursion has been wisely timed, either in the early forenoon or late afternoon of a day in which the too garish sunlight is checkered by floating clouds, the exquisite scene makes an indelible impression upon the visitor. The mountains look very near; indeed, they are but half a dozen miles away. Their sides are covered with dark forests, which as well as the bare crests are steeped in a deep purple tint. If a gazer be of the fortunate few who stay among the hills late enough to see Lafayette shining with early snow, while the grass is yet green, and oaks and maples are fluttering their crimson and scarlet signals, he will feel the significance of Mrs. Browning's emphatic testimony, —

‘Earth’s crowned with heaven,
And every common bush a-fire with God.’

Far to the west are grand outlines, too, hardly to be distinguished from the low, hanging clouds on the horizon, but the nearer masses absorb the attention.”

Littleton. — Littleton is the only town that can be seen from Bethlehem. Situated much lower it presents in the distance quite a picturesque appearance. Being only five miles distant it forms a very pleasant afternoon or morning excursion. The road to Littleton is the western continuation of the main street of Bethlehem. After descending a short distance the road passes through a thickly wooded tract, in which are found many varieties of those beautiful ferns for which this section is so justly celebrated. Passing several well-kept farms, the road enters the town just above the railroad-depot. Littleton is the business centre of this section, with a bank, and quite a large number of stores, a glove-factory, and several other industries, the most celebrated of which is the immense photographic establishment of Kilburn Brothers, where over three hundred thousand stereoscopic views of American and foreign scenery are every year prepared. There are three or four hotels, and five churches, Episcopal, Congregationalist, Baptist, Methodist, and Catholic. Its population is two thousand. In returning to Bethlehem it is well to vary the route by crossing the river a little higher up, and taking the road through the Seythefactory Village.

Franconia. — Another place of interest in the immediate neighborhood is Franconia, a little village with from six to seven hundred inhabitants, charmingly located, and presenting a picturesque appearance. The drives to it command a succession of views as beautiful as they are varied.

Swazey's Farm. — This place, which is to the east of Bethlehem, affords fine views of the wilder portions of the Franconia range.

Places of Interest at a Greater Distance. — It is beyond the province of this little work to attempt any thing more than the enumeration of these, and to give their respective distances from Bethlehem. It may, however, be stated that the excursion to any one of them need not occupy more than one day. For a more detailed description we refer the reader to Osgood's "White Mountains," and other works of a similar character.

Echo Lake, nine and a quarter miles; Profile House, ten miles; Old Man, ten and a quarter miles; Pool and Flume, ten and a half miles; Twin-Mountain House, seven and a half miles; Fabyan House, eleven and a half miles; Crawford's, sixteen and a half miles; White-Mountain Notch, sixteen and a half miles; Sugar Hill and Mount Washington Summit, twenty miles. Places of interest at still greater distance are the Glen House, thirty-six miles; North Conway, forty-two miles; and Lancaster, seventeen miles.

III.

HOW TO REACH BETHLEHEM.¹

THE number of routes by which Bethlehem may be reached are so numerous that the tourist is liable to labor under what the French style an *embarras des richesses*.

Railroads from every direction seem to centre in this neighborhood. Starting out from New York, which not only in itself contributes very largely to the number of mountain visitors, but is the gateway through which Philadelphia, Baltimore, and other more southerly cities send their goodly share: from New York the routes to the mountains may be divided into three classes, — the westerly, by the Hudson River and its original railroad *via* Saratoga, Lake Champlain, and Vermont; the easterly, divisible into many branches, and embracing all the eastern cities along the Sound, running respectively through Worcester, Boston, and Portland, and by the New York and New England Railroad *via* Worcester and Boston; and the central, by railroad through New Haven, Hartford, Springfield, and along the valley of the Connecticut. All these routes enter the mountain region at two points, either by the Boston, Concord, Montreal, and White Mountain Railroad, *via* Plymouth and Wells River, or by the Eastern, Boston and Maine, and Portland and Ogdensburg lines at North Conway, whence the road continues to Bethlehem through Crawford Notch and some of the most romantic scenery in the White-Mountain district.

Those approaching from the West may take the direct daily express from Syracuse, running over the Rome, Watertown, and Ogdensburg, the Ogdensburg and Lake Champlain, and Central Vermont railroads to the White Mountains by way of Wells River, taking up at Ogdensburg passengers from the West, *via* the lake steamers. Another route continues Western passengers along the

¹ For the greater portion of this chapter we are indebted to the courtesy of Mr. Markenfield Addey, the obliging proprietor and editor of "The White-Mountain Echo," who has kindly permitted us to utilize an article on this subject which appeared in this paper, June 23, 1879.

line of the New York Central road to Schenectady, where they join travellers from Binghamton and the Erie Railroad, and thence proceed to Wells River *via* the Saratoga and Central Vermont lines, allowing those who have time at their command to perform part of their journey by the Lake-Champlain steamers, and thereby enjoy the beautiful scenery that road commands.

From Montreal and Canada, passengers can either reach the White Mountains by Rouse's Point and along the Portland and Ogdensburg or Central Vermont Railroads, or directly along the Grand Trunk Railway, branching off at Sherbrooke (Lennoxville) or Groveton Junctions, or continuing to Gorham, whence an excellently appointed stage line conveys them to the Glen House, whence, after making the ascent of Mount Washington, they can reach Bethlehem *via* Fabyan's.

Boston, Concord, and Montreal Railroad. — The Boston, Concord, and Montreal Railroad, with its adjunct, the White-Mountains Railroad, is the chief avenue of approach to the southern and western slopes of the Granite Hills of New Hampshire, passing on the way the margin of the beautiful Lake Winnepesaukee, passengers being deposited at Weir's for the "Lady of the Lake" steamer, which traverses its waters to Centre Harbor and Wolfeborough. Commencing at Concord, N.H., the line runs through Laconia, Meredith, Ashland, and many other villages, to the pretty town of Plymouth.

From Plymouth, the trains proceed onward to Rumney and Warren, having the Moosilauk and other mountains in view, and thence forward to Haverhill and Wells River, at which latter point they are enlarged by contributions from those of the Central Vermont, Passumpsic, and Connecticut River Railroads bringing passengers from New York, Saratoga, and the West. It is at Wells River that the White-Mountains Railroad commences, and along its line the trains continue in a northerly direction through Lisbon, Littleton, and Lancaster, to Groveton Junction, where the Grand Trunk Railway is tapped. At Wing Road, about midway between Wells River and Groveton, an important branch of the line is thrown off eastwardly to Bethlehem, the Twin Mountain House, and Fabyan's, the very heart of the mountains. At the latter

place it joins the line of the Portland and Ogdensburg Railroad for the Crawford House and Crawford Notch, and the railroad that carries tourists to the summit of Mount Washington. Travellers by this route are brought into close proximity to the principal hotels and points of interest, and it is now in close connection with Jefferson and the Profile House, through the new lines of rail just completed to those points. Express-trains, with elegant drawing-room cars, are run through to the mountains from Boston and other points, at convenient hours; and passengers are sure to reach any of the principal hotels or towns along the route and about the mountains in good season.

The Connecticut-river Railroad. — After passing over the rails of the New York, New Haven, and Hartford Line, the cars enter upon the Connecticut-river road at Springfield, whence they pass along the river's margin and between Mount Holyoke and Mount Tom, to the pleasant village of Northampton, and thence forward through the beautiful Connecticut Valley and within sight of the collegiate town of Amherst, and on through Greenfield, where it takes up passengers from the Hoosac Tunnel Road, to South Vernon. At the latter place the trains pass on to associated lines, and through Brattleborough, Bellows Falls, and White River Junction, still keeping close company with the placid river, now running along by its eastern shore, and anon by its western, and presenting to the traveller a series of charming rural pictures, till Wells River is reached, and then, gradually rising to more elevated ground, the mountain region is at last gained, and its bracing air imbibed.

New York and New England Railroad. — With its connection at New Haven it runs in almost a direct line from New York to Boston, casting off at Putnam a branch to Worcester, whence its parlor-cars are conveyed by express-trains, *via* Nashua, to both sides of, and to every point within, the White-Mountain region.

Eastern Railroad. — The Eastern Railroad presents the most direct line from Boston to the heart of the White Mountains, touching on the way the attractive seaside resorts upon the Massachusetts and New Hampshire coasts. It claims that no other line in the United States of equal

length threads so many bright sea-coast towns and summer-resorts, and that throughout the height of the season it literally traverses a summer city, the environs of Boston apparently then extending almost to Maine; and it is impossible for any person who has once travelled over the line to challenge the assertion. One section of the road extends to Portland, where it connects with the Portland and Ogdensburg Railroad, and transfers its passengers to the Grand Trunk, for the approach to the mountains *via* Gorham, and for the Rangeley-Lake district; while another, and the direct route, passes more inland to North Conway, the first-born and one of the most popular of the now many beautiful White-Mountain villages, throwing off on the way a short branch to Lake Winnepesaukee at Wolfeborough, and then gliding along under the shadow of the Ossipee Hills. From North Conway the through cars of the Eastern enter upon the track of the Portland and Ogdensburg line, and thenceforward run up the charming valley of the Saco, penetrating the mountain region to its very centre through the Crawford Notch, thence *via* Fabyan's and the Twin-Mountain House to Bethlehem station. During the season three trains run daily each way between Boston and Fabyan's, with parlor-cars attached, affording the public excellent opportunities for reaching their destination with speed and comfort.

Boston and Maine Railroad.—The Boston and Maine Railroad offers a pleasing combination of rail and boat travel to mountain visitors. Starting from the depot in Boston, the tourist can approach the mountains from this line by two routes. One carries him along by the Maine coast, and past Old Orchard Beach to Portland, where close connection is made with the trains of the Portland and Ogdensburg Railroad, for North Conway, Crawford Notch, and Fabyan's; or passengers can take the Grand Trunk line for Gorham, and enter the mountain region by that portal. The other branches off from the Trunk line at Dover, and proceeds to Alton Bay at the south-eastern corner of Lake Winnepesaukee, whence the steamer "Mount Washington" bears him through a maze of verdant and wooded islands, past the pleasant village of Wolfeborough, and on to its destination at Centre Harbor on the northern shore of the lake. The

traveller can either alight at Wolfeborough, and proceed by the Eastern Railroad to North Conway; or, continuing to Centre Harbor, he has there the option of a stage-ride through some twenty miles of picturesque scenery to West Ossipee, a station on the Eastern Railroad sixteen miles from North Conway; or he can take the "Lady of the Lake" steamer to Weir's, whence he can proceed upon the Boston, Concord, and Montreal line to Bethlehem and other places on the western slope of the mountains.

Portland and Ogdensburg Railroad. — The Portland and Ogdensburg Railroad is *par excellence* the line of the mountains, being the only road that penetrates one of its most magnificent passes. Commencing on the coast of Portland, it takes up passengers from the Boston, New York, and Mount Desert steamers, and from the Eastern and Boston and Maine and other railroads, and carries them through a pleasant country, along by Sebago Lake, and, after catching a glimpse of the Ossipee Mountain, either lands them at North Conway, the first important station in the mountain region, or, skirting the town, bears them forward in increased numbers, drawn from the Conway section of the Eastern Railroad, through pleasant intervals and by the picturesque banks of the Saco, to Upper Bartlett, where time is allowed for refreshments. The recruited tourist is then carried by the historic Willey House to and through the renowned Crawford Notch; and it is highly creditable to the engineer who laid out the road, that its course is so located in this noble pass, that the passenger is enabled to obtain from the cars a complete and comprehensive view of the mountain-ranges that wall its sides. From Crawford Notch the road continues to the Crawford and Fabyan Houses, connecting at the latter with the line for the summit of Mount Washington. From the Fabyan House the Portland and Ogdensburg route proceeds upon the track of the Boston, Concord, and Montreal line, through the valley of the Ammonoosuc, and past the Twin Mountain House and Bethlehem, to Whitfield, where the road again enters upon its own rails, and runs on through St. Johnsbury, and further westward to Lake Memphremagog, Burlington, Lake Champlain, Montreal, and Ogdensburg, draw-

ing upon its Vermont division tourists to the White Mountains from Niagara, the Great Lakes, and the Western cities. One peculiar feature of this railroad is the placing of observation-cars upon the most picturesque portion of its route, which enable passengers, seated in comfortable revolving chairs, to obtain an extensive and unobstructed view of the scenery, owing to the peculiar open construction of their sides, a feature distinctively its own.

Boston and Lowell Railroad.—The Boston and Lowell Railroad is the route over which tourists from the East and South pass who are bent upon approaching the mountains through the southern and western valleys. Passengers from Boston by this line proceed along the western bank of the Merrimac River to Nashua, where connection is made with trains from the Providence and Norwich steamboat lines, and the New York and New England Railroad, and on to Manchester and Concord, N.H., at which latter city they are transferred to the Boston, Concord, and Montreal Railroad, which has its eastern terminus there.

Ogdensburg and Lake Champlain Railroad.—The Ogdensburg and Lake Champlain Railroad has, in connection with associate lines, been instrumental in conferring a great benefit on Western tourists visiting the White Mountains, by giving them a through, direct, and rapid railway communication. Trains from Chicago, Niagara, Buffalo, and other points, pass to it from the New York Central line at Syracuse, and proceed through Watertown, Potsdam, Norwood, and along by Rouse's Point, St. Albans, Montpelier, and Wells River, to Bethlehem, Fabian's, and other points in the Mountains, continuing onward through the unrivalled Crawford Notch to North Conway and Portland. At Ogdensburg close connection is made with the royal mail-steamers to and from the Thousand Islands, Toronto and Hamilton in Canada, and with a daily line of steamers traversing the Great Lakes to and from Chicago.

Central Vermont.—The Central Vermont Railroad has, during the past two years, become one of the most important routes for White-Mountain travellers, owing to the passage over its rails of the daily express-trains

from Saratoga, and from the West *via* Syracuse and Ogdensburg. It forms, too, a link in the chain of roads over which the daily express-train reaches the mountains from New York, along by the margin of the Connecticut River. To describe the Central Vermont line would be almost equivalent to giving a topographical description of Vermont, for it connects all the leading cities of the Green Mountain State. At Rutland it takes up the Saratoga express, and at Burlington it receives the travellers from that famous watering-place, who prefer passing over Lake Champlain, and conveys them through Montpelier to Wells River, whence they are carried to every important point in the mountain region. The western express, too, enters upon its rails at Essex Junction, and likewise passes through the capital of the State to the same destination, while passengers from Hartford, New York, and places beyond, find their most direct route to the mountains over its Connecticut-river section.

Via Long-Island Sound. — The route by Long-Island Sound requires passengers to leave New York late in the afternoon, and, after spending the night on board the steamers, take the railroad at their respective points of debarkation.

Providence Line. — The Providence Line embraces the magnificent floating palaces “Massachusetts” and “Rhode Island,” one of which leaves Pier 29, North River, New York, every week-day at five P.M., and, after affording the passengers a good night’s rest, reaches Providence a little before six A.M., prior to which breakfast may be obtained on board if desired. The boats are perfect in their appointments, elegance, and luxuriousness, blending with comfort and convenience, while the *cuisine* is equal to that of the best hotels in the country. From the steamboat-wharf at Providence the tourist can take the cars of the Boston and Providence road, reaching Boston at seven A.M., in season to connect with the mountain expresses from the Eastern, Boston and Maine, or Lowell depots, by the various routes elsewhere described; or he can proceed by the Providence and Worcester Railroad to the latter city, where connection can be made with the mountain expresses *via* Nashua and Rochester, thus saving the detour by Boston. Through parlor

cars are placed on the latter route, and baggage is checked through to all points.

Fall River Line Railroad. — The Great Fall River Line consists of the mammoth palatial steamers "Bristol" and "Providence," one of which leaves Pier 28, North River, New York, every evening (Sundays included during the summer months), and proceeds direct to Fall River, except on Sundays, when a call is made at Newport. In sailing to New York, however, the steamers stop at Newport (for passengers only) every evening. A special connecting train leaves Fall River by the Old Colony Line, for Boston, each morning at five o'clock, arriving at that city at ten minutes before seven, in ample time for passengers to take the morning express-trains from the Eastern, Boston and Maine, and Lowell depots. Another special express-train, with through parlor-cars for the White Mountains attached, also leaves Fall River, and proceeds over the Northern Division of the Old Colony Railroad (formerly Boston, Clinton, Fitchburg, and New Bedford Railroad) *via* Taunton, Mansfield, Framingham, Lowell, and Nashua, and thenceforward to every portion of the mountain region, thus saving the journey round by Boston.

New London and Norwich Line. — The New London and Norwich Line is the only line of steamboats on the Sound that runs every evening in the week, Sundays included. One of the first-class steamers "City of New York," "City of Boston," or "City of Lawrence," leaves Pier 40, North River, New York, every evening at five p.m., connecting at New London at four a.m. with an express-train arriving in Boston at eight a.m., in season for trains north and east; also with an express-train carrying through parlor-cars to Worcester, where it arrives at seven a.m., allowing time for breakfast previous to proceeding onward, and connecting with the White Mountain morning expresses at Nashua and Rochester.

Outside Passage. — The Maine Steamship Company, through its steam-packets "Eleanora" and "Franconia," affords a delightful sea-passage from New York to Portland for those who enjoy "a life on the ocean wave," and lands its passengers so near to the mountain district that they are enabled to reach it by two lines of railroad,

within two or three hours after debarkation. Leaving Pier 38, East River, New York, every Monday and Thursday at four P.M., the vessels glide along the Sound, upon the track already described, and by the waking hours of morn the traveller finds himself out upon old Neptune's demesne, with a delightful day's sail before him, the course taken running first between the coast and Martha's Vineyard (the steamers calling during the summer at Vineyard Haven for the accommodation of visitors to the now much-resorted-to island), and then along between the coast and Nantucket. Some time afterwards Cape Cod is passed, and then land is lost sight of, and the horizon is bounded on all sides by heaving waters. But little then is seen of the New England coast until the vessel nears Portland, which is reached in the early hours of the next morning, affording ample time for those who desire to proceed onward without delay to take breakfast before departure. The steamers on their return voyages leave Franklin Wharf, Portland, every Monday and Thursday at six P.M.

Via Portland. — The Portland and Boston steamers enable passengers to take a pleasant sea trip from Boston to Portland, and thereby avoid the heat and fatigue of a continuous railroad journey, for they are landed at Portland within a little over two hours ride to North Conway, at the entrance to the mountain region, whence all points in the district are easily gained. One of the elegant steamers, "John Brooks," "Falmouth," and "Forest City," leaves Boston every evening (Sundays excepted), at seven o'clock, arriving in Portland the following morning about four, affording ample opportunity for breakfast, and for convenient connection with all railroad lines. The return trips from Portland are made every evening (Sundays excepted), at seven o'clock.

Via Lake Champlain. — The Lake Champlain steamers present to tourists from New York *via* the Hudson and Saratoga, and from the West, a most delightful and very acceptable opportunity of diversifying their journey by a charming sail over a most picturesque lake.

The steamers ply regularly every day between the upper and lower ends of Lake Champlain, connecting with railroad trains, and at Ticonderoga with the steam-packets

on Lake George for Caldwell, whence passengers proceed to Saratoga. The journey between that celebrated resort and the White Mountains, over Lakes George and Champlain, and by rail from Burlington, gives tourists a varied and extremely pleasant avenue of approach to the American Switzerland, and, when it is not necessary to sacrifice comfort for speed, it is certainly to be preferred to any other.

To reach the village of Bethlehem, by any of these routes, it is necessary to take the stage from one of two points, — from Littleton, a distance of five miles, by the old established mail stage-line, for many years ably conducted by Mr. B. C. Spooner; or from Bethlehem station, three miles distant, by the stage-line of the Messrs. Ford and Allard of the Sinclair House stables. These two stage-lines meet all trains at their respective stations.

Newspaper. — Any description of Bethlehem would be incomplete without a notice of “The White-Mountain Echo,” a first-class weekly, and in every respect an admirably conducted journal. It is printed on fine paper, and is about the size of “Harper’s Weekly.” It is devoted to the interests of the White-Mountain district, and aims at furnishing such items of news as may be interesting and useful to those who pass the summer in the mountains. A feature of great value is its Tourists’ Register, which gives a complete list of all the guests at the various hotels and boarding-houses, and is a great convenience to those who may wish to find out the addresses of their friends. It is published every Saturday.

NOTES ON THE SUMMER CLIMATE OF THE WHITE-MOUNTAIN VILLAGE OF BETHLEHEM.

BY W. H. GEDDINGS, M. D.

[Reprinted with additions from "The Boston Medical and Surgical Journal,"]

ALTHOUGH carried to a greater excess by our American people than by any other, the custom of migrating during the summer from the cities to the mountains and to the sea-shore has existed for centuries among the civilized nations of Europe. It was at Stabiæ that the illustrious Galen, in the latter part of the second century, established the first sanitarium of which we have any record for the treatment of pulmonary phthisis; and although, owing to the many modifications our ideas have since undergone in regard to the treatment of that disease, few cases are now sent there, the Stabiæ of the ancients, under the more familiar name of Castellamare, still continues to attract hundreds of visitors, who, amid the most charming surroundings, enjoy the same delicious sea-breezes that over sixteen hundred years ago served to give renewed health and vigor to the enfeebled constitutions of the Roman aristocracy.

The introduction of steam as a motor power, by facilitating rapid intercommunication, has caused people to congregate in certain centres, and thus has given tremendous impetus to the growth of cities. This unnatural massing together of individuals, with the incessant overstrain to which both mind and body are subjected, begets a train of evils, the remedies for which are rest and pure air. If this was necessary to the old Romans, whose life

was one of dignified leisure, how much the more so is it to the energetic business man of the nineteenth century, who begrudges the fifteen or twenty minutes devoted to the bolting of his midday meal! What was formerly a luxury for the rich has now become a necessity for all, and it is with unfeigned pleasure that we from time to time note an effort on the part even of our charitable institutions to provide for the health and well-being of a portion of their inmates by sending them for a few weeks into the country. A noble work of this kind, and one well worthy of imitation and generous support, is the Floating Hospital of St. John's Guild, which every summer gives to thousands of poor children an opportunity for enjoying, if only for a brief period, the beneficial effects of sea-air. Another example of what may be accomplished with limited means is afforded by the annual excursions of the American Institute, by means of which our hard-worked and poorly paid teachers are provided, at a moderate cost, with a couple of weeks' recreation in some section of country where, amid the beauties of nature, they may for a brief while enjoy the luxury of breathing in the fresh, pure air.

For the last two years they have selected the White Mountains; and according to "The Echo," a sprightly paper devoted to the interests of that section, no less than five thousand persons connected with the Institute have each year availed themselves of its privileges.

The great question of the season, and one which is now recurring to the minds of thousands, is where to spend the summer, whether in the mountains or on the sea-shore. In regard to the choice of a locality, although by no means simply a matter of taste, the selection of a sea-shore resort is beset with but few difficulties compared with those which we encounter when we find it advisable to choose for our patients a summer home in the mountains. The frequent occurrence of typhoid-fever and other diseases necessitates careful inquiry as to the nature and efficiency of the drainage. The location of the place, whether on the summit of a hill, on its brow, or in a valley, the exposure of the houses occupied by visitors, and the quality of the food provided, are all points not less important than the character of the climate.

Temperature.—The air of Bethlehem during the summer season is cool and refreshing. In the absence of any more extended series of meteorological observations, I can only give the results of two seasons extending from July 1, 1878, to Sept. 4, 1879. The mean temperature of the two years for the month of July was 68.51° F.; that of August, 65.25° F.; and that of the whole period from July 1, 1878, to Sept. 8, 1879, 68.78° F.

It would be difficult to imagine a more agreeable summer temperature than this, or one better suited for the class of invalids which should be sent to Bethlehem.

I have compiled the following table from several volumes of the Annual Report of the United States Signal Service, for the purpose of demonstrating that the air of Bethlehem during the summer season is cooler than that of the principal summer-resorts of the United States:—

TABLE COMPARING THE MEAN TEMPERATURE OF BETHLEHEM WITH THAT OF OTHER HEALTH RESORTS.

MEAN TEMPERATURE FOR JULY AND AUGUST.

Bethlehem . .	68.51° F.						
Cape May . .	72.43 “	or 3.93 degrees warmer than Bethlehem.					
Atlantic City . .	71.89 “	3.38 “	“	“	“	“	“
Long Branch . .	71.32 “	2.81 “	“	“	“	“	“
Newport . .	71.95 “	3.44 “	“	“	“	“	“
Denver, Col. . .	72.96 “	4.44 “	“	“	“	“	“
Colorado Springs .	71.75 “	3.24 “	“	“	“	“	“
St. Paul, Minn . .	71.85 “	3.34 “	“	“	“	“	“
Asheville, N. C. .	71.40 “	2.89 “	“	“	“	“	“

During the season 1879 I also took observations with first-class self-registering maximum and minimum thermometers, which record the highest and lowest temperatures in the twenty-four hours. The average difference between the two, for the months of July and August, was 16.75° , an amount of equability not often observed in mountain climates, and certainly exceptional in those which are as dry as that of Bethlehem. The difference, for instance, at Denver, Col., for the same months, is usually thirty degrees, or nearly twice as great as that of Bethlehem. These figures, although important to meteorologists, possess but little practical value for the tourist or invalid, who is more especially interested in the changes

of temperature which occur during the time that he is exposed to their influence, viz., between the hours of seven A.M. and nine P.M. The average morning temperature for the two years was 63.62° ; at two P.M. (usually the portion of the day), 72.72° ; and at nine P.M., 63.68° . Deducting the morning temperature from that at two P.M., we find a difference of only 9.10° . Sudden changes may of course occur here as everywhere else; but visitors and invalids taken away from their accustomed avocations, and with nothing to do except to watch the weather, are prone to exaggerate their importance, as well as the frequency of their occurrence; and changes which at home would pass unnoticed become, at a health-resort, a general theme of conversation. The highest temperature observed in July, 1878, at two P.M., was 90° F. on the 2d, and the lowest 55° F. on the evening of the 22d, showing a change of 35° for that month. In August of the same year the highest temperature at two P.M. was 80° F., and the lowest 51° F., the range for the month being 26° . In 1879, when the observations were taken with self-registering instruments, the maximum of the twenty-four hours for July was 82° F. on the 14th, and the minimum 44° F. on the 19th. For August, 1879, the maximum and minimum as recorded by these instruments were respectively 83° F. on 2d, and 43° F. on 16th and 20th.

Rain. — In 1878 rain fell on seven days in the month of July, and on thirteen in August; but it should be stated that on many of these days it was only in the form of passing showers of very short duration. The following year (1879) rain fell on nine days in July, and on eight in August. Hence the average number of rainy days during the two years would be eight days in July, and ten days in August. Having had no ombrometer with me, the quantity was not measured.

Relative Humidity. — Hydrometric observations were taken only during the year 1879, and recorded at seven A.M., two P.M., and nine P.M., the wet and dry bulb thermometers, Signal Service model, being used. The mean relative humidity for July was 59.80 per cent, and that of August 56.50 per cent, which proves conclusively that Bethlehem possesses one of the driest climates east of the Rocky Mountains, a fact which is made more apparent in the following table.

TABLE COMPARING THE RELATIVE HUMIDITY OF BETHLEHEM
WITH THAT OF OTHER PLACES IN THE UNITED STATES.

	JULY.	AUGUST.	MEAN OF Two MONTHS.	DIFFERENCE.
BETHLEHEM, N.H.	59.80%	56.50%	58.15%	
Asheville, N.C. . .	82.50%	84.40%	83.45%	{ 25.30% greater than Bethlehem.
Atlantic City, N.J.	86.50%	82.60%	84.55%	26.40% greater.
Baltimore, Md. . .	67.40%	62.90%	65.15%	7.00% greater.
Boston, Mass. . . .	76.00%	78.50%	77.25%	19.10% greater.
Cape May, N.J. . . .	78.70%	74.50%	76.60%	18.45% greater.
Chicago, Ill.	70.10%	71.20%	70.65%	12.56% greater.
Cincinnati, O. . . .	67.00%	63.70%	65.35%	7.20% greater.
Denver, Col.	31.90%	35.40%	33.65%	24.40% less.
Philadelphia, Penn.	70.20%	69.00%	69.60%	11.25% greater.
San Diego	73.80%	77.20%	75.50%	17.35% greater.
St. Paul, Minn. . . .	62.10%	72.20%	67.15%	9.00% greater.
Washington, D.C. . .	71.70%	71.30%	71.50%	13.35% greater.
Newport, R.I.	79.60%	79.30%	79.45%	21.30% greater.
New York	70.10%	69.80%	69.95%	11.80% greater.

The figures in the above table are all taken from the report of the Chief Signal Office, U.S.A., for 1878, with the exception of those from Asheville, N.C., which are from the private record of Dr. Gleitsmann for 1876.

Winds. — Severe storms occur occasionally, and high winds are not infrequent. Bethlehem, being located west of high ranges of mountains, is well protected against easterly winds, as is evident from the following figures giving the direction of the wind during the months of July and August, 1878: —

S.W.	67	N.E.	7
W.	62	N.	4
S.	20	S.E.	3
N.W.	19	E.	3
	<hr/> 168		<hr/> 17

Classified according to their physiological effects, the first column contains those winds which may be regarded as conducive to health and comfort; while those of the second are usually looked upon as potent factors in causing disease, or in aggravating the sufferings attendant upon pre-existing chronic affections. It appears from the above figures that the favorable winds at Bethlehem preponderate over the unfavorable in the proportion of ten

to one. The air of a place should not be too still; a certain amount of movement adding to its tonic effects, and removing from it noxious gases, miasmatic and other impurities, which accumulate whenever its free circulation is interfered with. Easterly winds are undesirable, on account of the increased cloudiness and rain with which, in the eastern portion of our continent, they are usually associated.

In summing up the results of the imperfect observations I have been able to present, it will be found that the summer climate of Bethlehem is cool, and consequently tonic in its character, liable, like all mountain climates, to sudden changes; but that, for all this, the daily range of temperature is remarkably small, that it is very dry, and that the prevailing winds are of a pleasant character.

People are usually sent into the country in order that they may pass the greater part of their time in the open air; and in selecting a health-resort for invalids the preference will naturally be given, other advantages being equal, to the place in which the climate permits them to remain the greatest part of the day out of doors. With a view to affording information on this point, I have prepared the following table, which shows the proportion of the day that the invalid was able to be in the open air during July and August, 1878-79:—

TABLE OF THE NUMBER OF DAYS AN INVALID MAY PASS OUT OF DOORS DURING THE MONTHS OF JULY AND AUGUST.

	WHOLE DAYS.	THREE- QUARTER DAYS.	HALF DAYS.	QUARTER DAYS.	NO PART OF DAY.
July, 1878	22	5	1	0	3
July, 1879	27	0	1	1	2
Average of 2 years . .	24.5	2.5	1	$\frac{1}{2}$	$2\frac{1}{2}$
August, 1878	25	2	4	0	0
August, 1879	26	1	0	0	4
Average of 2 years . .	25.5	1.5	2	0	2

In other words, out of sixty-two days the invalid can with safety remain out of doors during the whole of fifty

and during a portion of six, while out of the whole number of days in the two months there were only four and a half on which the weather was of such a nature as to necessitate his confinement within doors during the whole day. In preparing this table, in addition to rain, very cool and windy weather was taken into consideration.

Results. — The effects of the climate upon invalids appeared, as far as my limited experience permitted me to judge, most excellent; but as no regular journal was kept, it is impossible to give any accurate idea of the number benefited.

Out of over two hundred cases that came under observation during the two seasons, only one died in Bethlehem, a lady who arrived there in the last stages of consumption, whom I found too weak to undertake the journey home; and in only three instances, — one a lady with colliquative diarrhœa, and a case of hepatic abscess emptying into a bronchus, and one of advanced cardiac disease, — was it necessary to send the patient home as hopeless or as unfitted for the climate. Out of ten cases of consumption, seven were more or less improved, one unchanged, one, a case of the laryngeal form of the disease, grew worse, and one, the case just alluded to, died. Several of these cases improved rapidly, three cases gaining over ten pounds; in another, in whom the disease was in an incipient stage, the physical signs detected by his physician had all but disappeared when I last examined him.

Indications. — The climate of Bethlehem exercises a remarkable influence upon the secretions of the intestinal canal and upon the menstrual flow, diminishing the quantity of both, the effect being very similar to that produced by a sea-voyage. Bethlehem may therefore be especially recommended in cases of chronic diarrhœa and of profuse and too frequent menstruation.

The exemption from hay-fever enjoyed by Bethlehem is so well known as to render a notice of it in this paper superfluous. It was only occasionally and at long intervals that I heard of an attack of this affection occurring in the village; and, in every case into which I inquired, the patient had brought it on by visiting some place in the neighborhood. I also heard that cases had been known

to occur in the village itself, but every one of them could be traced to carelessness in allowing the *ambrosia artemisiæfolia*, to which the hay-fever is by many attributed, to grow on the premises, and promptly ceased with the removal of the weed.

In general terms, Bethlehem may be considered as suited for all cases requiring a cool, stimulating mountain air. For example: (1) *Consumption* in its earlier stages, before the patient has become too anæmic to stand the cool air of the mountains. Tendency to hæmoptysis affords, in my opinion, no contra-indication. The altitude of Bethlehem corresponds with that of the famous sanitarium at Goerbersdorf in Silesia, where Brehmer lost only four patients from hemorrhage out of the three thousand cases of phthisis treated there. [The consideration of altitude in connection with the treatment of consumption at Bethlehem is omitted for want of space.] (2) *Catarrhal affections of the air-passages* are benefited, the secretions being greatly diminished. (3) *Emphysema* and *asthma*. (4) *Hay-fever*, as above mentioned. (5) *Dyspepsia*. As would naturally be expected, cases of chronic gastric catarrh improve rapidly when transferred to the invigorating atmosphere of the mountains. (6) *Chlorosis* and other anæmic affections. "The powerful and often prompt effect of pure country air upon sick and well, its tonic influence upon the feelings and nutrition, its effect upon hæmatosis, which is more surely proven than even that of iron, are all facts that require no demonstration, and appertain to the experience of every one." (BRAUN'S *Balneo-therapie*.) (7) *Diseases of females*. In addition to excessive and too-frequent menstrual flow, the climate of Bethlehem is indicated in all diseases of this class which require a tonic bracing atmosphere; but cases with procidentia and pregnant women should be warned against the jolting of the country wagons usually employed in this section when making excursions to places in the neighborhood. (8) *Convalescents from typhoid-fever* and other exhausting diseases, as well as those whose recovery from pneumonia and pleuritis has been slow and incomplete. "The convalescence from acute diseases, notably of the respiratory organs, but also of the circulatory and digestive apparatus, is retarded from week to

week, until the patient has an opportunity of enjoying to its full extent the fresh air (of the country), when all at once the appetite returns, the secretions become regular, and the patient feels that he is well." (REIMER, *Winter Curorte*, 1869, p. 20.) (9) *Nervous exhaustion, and diseases caused by overwork and confinement.* (10) *Scrofulous and rachitic affections of childhood.* (11) *Intestinal catarrhs* of adults, and those prevailing among children during the summer months. If asked what class of visitors derives the greatest benefit from a residence in the mountains, I should without hesitation reply, the children. Among the scores of little ones who spent the two last summers at Bethlehem, there was not a single case of serious illness.

The foregoing sketch of the climate of Bethlehem is necessarily imperfect; but the writer has thought that it would be better to present it now than to wait until more extended meteorological observations and a more intimate acquaintance with its climatic peculiarities should enable him to do greater justice to the subject. It is hoped, too, that other physicians located at our different summer-resorts may institute meteorological observations of their own, and thus add to the limited knowledge we possess in regard to the climatic character of the places to which the profession are invited to send their patients. The subject is still in its infancy, and in our country the field is so extensive that it will require the labor of many observers to construct any thing like a systematic work; meanwhile, contributions like the present must be regarded as so much rough but useful material, out of which some one of our successors will be able to elaborate a complete work on American medical climatology.

BETHLEHEM, N.H., July 1, 1879.



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